FIGHTER SQUADRON TWO HUNDRED THIRTEEN FPO, San Francisco 96601

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REGISTERED AIR MAIL

(Unclassified upon removal of enclosure 1)

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Commanding Officer, Fighter Squadron TWO HUNDRED THIRTEEN

To:

Chief of Naval Operations, Navy Department, Washington, D. C.

20350 (ATTN: OP-05A5G)

Subj: Command History; forwarding of (U)

Ref:

(a) OPNAVINST 5750.12 of 8 November 1966

(b) CINCPACFLTINST 5750.2 of 22 December 1966

(1) Squadron History for 1966

1. In accordance with references (a) and (b), enclosure (1) is forwarded.

Copy to: CNO (OP-09B9) CINCPACELT

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Fighter Squadron TWO HUNDRED THIRTEEN is assigned the primary mission of maintaining air superiority in defense of the fleet with a secondary mission of air-to-ground attack. To carry out its missions, the squadron employed ten supersonic F-4G and the F-4B Phantom II's built by McDonnell Aircraft Corporation. The F-4G is the "Data Link" version of the Phantom and operates in conjunction with NTDS, ATDS, and MTDS. The F-4G is capable of successfully completing an intercept against airborne targets in all weather environment utilizing its own aircrew or an airborne, shipboard or land based controller in conjunction with data computer systems.

Engaging the automatic data system allowed the computer system to conduct the intercept by managements the aircraft through the intercept phase.

The actual missile firing is done by the pilot after the in-range signal is received.

An F-4 aircrew is composed of one pilot and one radar intercept officer (RIO) who perform as a closely integrated team to successfully complete the assigned missions. The pilot concerns himself primarily with controlling the aircraft and monitoring the engine, hydraulic and pneumatic instruments. The RIO is responsible for the radar operation and assists with navigation and flight planning. The RIO operates the radar to acquire a target on his scope and then talks the pilot through the intercept until he acquires a visual identification on the aircraft and makes the decision to fire.

Often the F-4 is used as a bomber. During this role the pilot selects the switches and sets the MIL setting for the desired weapons release. The RIO verbally cross checks the pilots switchelogy. The pilot continues to track the target with the pipper while the RIO calls out the air speed, altitude and dive angle. The RIO calls out the briefed standby and mark for the particular release parameters. At this time the pilot releases

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the ordnance and initiates the pull up. After striking the target, the pilot flies a jinking course out to sea as the RIO monitors ELM warning devices and aids the pilot with a combined look out doctrine of four eyes.

The Squadron functions as a part of Attack Carrier Air Wing ELEVEN (CVW-11), and when at sea is deployed in the USS KITTY HAWK (CVA-63). When not at sea, VF-213 is temporarily based at the Naval Air Station, Miramar, California.

Incorporated in the F-4G along with the Data System are the Automatic Carrier Landing System (ACLS) and the Approach Power Compensator Systems (APCS), which is commonly known as "auto throttle".

VF-213 conducted evaluations of the ACLS ashore and aboard the USS MIDWAY (CVA-41). The APCS was flown ashore for the eighteen month training cycle and was used exclusively aboard the KITTY HAWK on the 1965-65 Western Pacific deployment with outstanding results.

The APCS allowed an above average boarding rate in day and night VFR weather conditions and far exceeded the average F-4B boarding rate during inclement weather operations.

When the KITTY HAWK left its home port of San Diego, California, the squadron had twelve aircrews on board, three aviation ground officers and two hundred forty-five enlisted personnel. Deployment date, 19 October 1965, found VF-213 departing on its first Western Pacific deployment in the F-4. With only two exceptions, aircrews had in excess of five-hundred hours in the F-4B/G and had completed the entire training cycle of eighteen months as a closely knit, highly trained and coordinated squadron. Three civilian technical representatives, one each from Hazeltine, Westinghouse, and McDonnell, were on board to assist the squadron.

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On 26 October 1965, the ATTTY HAWK pulled into Pearl Harbor for a thirteen day period to be utilized for liberty and at-sea operating periods, during which the Operational Readiness Inspection was conducted.

On 8 November 1965, the KITTY HAWK departed for the Subic Bay Naval Station in the Philippines for a two day in-port period before first line period in the combat zone.

In route to Dixie station we received several briefs on the operations in North and South Vietnam including the order of battle, rules of engagement and tactics. The squadron also had a very thorough briefing on ordnance, ordnance delivery techniques and information passed down from experienced air wings who had completed a cruise in the Vietnam zone.

This Divie Station period was of four days duration and was designed as a "break-in" for the aircrews aboard since all were on their first combat cruise. This first four day period was excellent training for ordnance delivery under actual conditions with minimum exposure for the aircraft and aircrews.

The mission in South Vietnam was entirely that of Close Air Support (CAS) and consisted of air-to-ground attacks in support of the bombing of VC concentrations and suspected storage areas, truck parks, and strong-holds. All bombing in South Vietnam was conducted under control of a Forward Air Controller (FAC) who was airborne in a light, single engine observation aircraft.

We reached Yankee station on 2 December 1966. The F-4's mission there was indeed twofold; we were tasked with providing air-to-ground attack aircraft, as well as aircraft for air superiority roles of Barrier

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Combat Air Patrol (BARCAP), Target Combat Air Patrol (TARCAP) and photo escort for the RASC. Very shortly, the inability of one squadron to perform all missions with the required degree of efficiency became apparent. The configuration changes for the many different types of sorties assigned wasted time and manpower. After a period of approximately two weeks, the two F-4 squadrons on board, VF-213 and VF-114, were assigned one of the two general types of missions for one-half of the duration of a line period at which time the squadron changed missions. This allowed one F-4 squadron to configure all aircraft for air-to-ground attack work while the sister squadron was configured for the air superiority role. This single mission assignment per squadron evolved into a smooth, effective, and reliable operation that was viewed as the only feasible means for the F-4 aircraft to accomplish the assigned missions with any acceptable level of efficiency,

As an air-to-ground, the F-4 was configured with Triple Ejection Racks (TERS), or Multiple Ejection Racks (MERS) and external centerline or wing tanks. This configuration allowed carriage of up to twelve (12) five hundred pound bombs (MK 82) or six packages of air-to-ground 2.75 inch rockets for a total of one-hundred-fourteen (114) rockets or twenty-four (24) 5.0 inch rockets (ZUNI). Night ordnance delivery required one aircraft configured with up to twelve (12) MK 24 parachute flares while the other F-4 was configured with the desired ordnance. The F-4 has been found to be an excellent conventional weapons platform and is highly maneuverable. The two engines have been extremely favorable assests in the high density AAA and SAM environments found in North Vietnam.

Configured as an air superiority fighter, the F-4 again carried DECLASSIFIFD

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external centerline or wing tanks. The normal mission configuration was 4 Sparrow III air-to-air missiles. At times two Sidewinder air-to-air heat seeking missiles were added to the above configuration. The maximum missile carrying capabilities are four (4) Sparrow III missiles and four (4) Sidewinder missiles or six (6) Sparrow III missiles.

Configuring the F-4 for the maximum intercept and conventional weapons delivery forced crews to approach the ship with fuel states less than desired for night or IFR conditions. The unexpended intercept missiles (4 Sparrow III), bomb racks, and empty centerline tanks increased the gross weight of the aircraft to 32,200 pounds leaving only 2,800 pounds of fuel for a maximum trap weight of 35,000 pounds. The squadron decided to load only two Sparrow III's on the aircraft designated as bombers, thus allowing more fuel on board in the event of a difficult approach or a wave-off during night or IFR recoveries aboard the carrier. This policy was continued for the entire cruise in the best interest of safety for the aircrews.

The first line period on Yankee station was relatively uneventful due to extremely bad weather in the form of low overcast, clouds, fog and haze, which resulted in poor visibility. On the occasions when we were able to get inland for assigned targets, the Anti-Aircraft-Artillary (AAA) and Automatic Weapons (AW) fire was found to be light in intensity and inaccurate. At this time, the surface-to-air (SAM) coverage was exclusively in northern North Vietnam and in defense of the large metropolitan and industrial complexes. The first line period ended on 23 December and the KITTY HAWK then steamed for Yokosuka, Japan, arriving there on 27 December.

The New Year's holidays were spent enjoying the excellent liberty in DECLASSIFIED

Japan. After a two day delay for minor repairs, the KITTY HAWK sailed for Yankee station on 9 January 1966, arriving on 14 January. In our absense, the United States forces had ceased bombing North Vietnam for an undetermined length of time; consequently, CVW-11 was restricted to targets in South Vietnam (In-country) and Laos (Steel Tiger). These missions were of the CAS type with numerous night bombing missions being flown in Laos with FAC control. These night missions in Laos were dangerous, not so much from the enemy, but from the requirement for dive bombing in extremely mountainous terrian in complete darkness or in the restricted visibility obtained from the MK 24 flares.

On 25 January VF-213 assumed the role of air superiority fighters and on 31 January 1966 the moratorium on bombing in North Vietnam ended. The changes in order of battle of the AAA and Ab fire was that this became much more intense and consequently more of a threat. The enemy gunners were accurate to a certain extent and their fire was normally a barrage type which was extremely difficult to evade. At the same time, the gunfire volume increased and the sites were shifted about the country. The North Vietnamese had obviously realized that we would not bomb the metropolitan areas and had therefore enlarged the SAM dispersal envelop to allow complete coverage of North Vietnam.

This increased SAM coverage came as bad news to all aircrews concerned but later worked somewhat to our advantage. Before the extensive SAM coverage, our road and river reconnaissance sorties were flown at 10,000 feet or above clouds to stay clear of the AAA and consequently gave us less visual coverage of the terrain below. When the SAM threat became obvious, we selected altitudes from 2500' to 4500' in order to clear the AW fire and stay below the majority of the SAM envelope.

This lower altitude immediately made apparent various types of targets

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which had passed unnoticed at higher altitudes.

Our normally assigned targets in North Vietnam (Rolling Thunder) were interdiction type targets such as roads, bridges, railroads, vehicles, trains, railroad marshalling fields, storage areas, boxcars and other military targets. Any target not of a military nature was restricted and could not be struck under any circumstances. The favorite targets for the coastal and river reconnaissance sorties were known as water borne logistic craft described as any water borne vessel capable of or suspected of carrying military supplies or personnel. These vessels included junks, barges, and steel hull vessels identified as North Vietnamese craft.

The KITTY HAWK departed Yankee station on 3 February 1966 and sailed for Subic Bay in the Philippines for a four day stay before steaming on to Hong Kong, by far the best Liberty in the Western Pacific. On 11 February 1966, the ship had its first combat decorations. All aircrews of VF-213 received Air Medals for having participated in combat strikes in North and South Vietnam. After two complete line periods, the aircrews were beginning to fly and think as combat experienced crews and each mission was performed with more success and professionalism.

On 12 February the KITTY HAWK tied up at Greene Island in Hong Kong Harbor, which is about 40 minutes by boat from the city of Hong Kong. All hands enjoyed four days liberty. The conduct ashore was exemplary. This was of utmost importance due to the Chinese Communist disturbances in Hong Kong. Since the Vietnam crisis, the Communist have applied considerable pressure to keep the United States warships out of Hong Kong in an effort to deprive us of one of the better ports in Southeast Asia.

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The ship departed Hong Kong for Yankee station on 15 February 1966, arriving 17 February for a four day line period and then proceed to Dixie station, arriving 22 February 1966. The Navy had commitments in South Vietnam and 7th fleet carriers rotated one at a time to Dixie station to fill these commitments. "In Country" strikes commenced 22 February 1966 and continued until 6 March 1966 for what was the KITTY HAWK's longest tour on Dixie station; an easy assignment after the hazards of Yankee station operations. There were two sorties a day for all crews with no night flying and no requirements for Condition I Cap.

(1): Condition I Cap requires that the Aircrew be strapped in the aircraft and ready to start and launch within two minutes after the execute notice. Condition I Cap was set as the ship was one day out of Hawaii and remained so for twenty-four hours a day except when in port. Before the cruise was over, Condition I Cap was probably the most dreaded assignment a crew could get.

The MERS and TERS began to develop corrosion problems which caused hung bombs. This necessitated diverting to Bein Hoa for downloading. The restrictions against landing aboard ship with hung ordnance were stringent as certain landing configurations could cause overstress. At this stage in the F4's conventional weapons history, little effort had been devoted to determining realistic ordnance restrictions such as asymetrical loads caused by one or two bombs on one side, or symmetrical loads caused by one bomb on either side. Many of the restrictions were theoretical and few had been tested aboard carriers.

The MERS and TERS were a part of what is known as "Yankee" station team assets and were passed from Air Wing to Air Wing as each deployed to the Western Pacific. The Navy had not purchased the appropriate hardware to outfit all F4 aircraft for a bombing mission prior to its becoming an air-to-ground support aircraft in Vietnam. A considerable manufacturer's delay had limited the availability of the MERS and TERS

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and the shortage continually plagued us.

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On 4 March 1966, the "Black Lions" flew their 1000th combat sortie and Yankee station operations commenced once again on 6 March. This short period on Yankee station was plagued by bad weather and low visibility which restricted targeting drastically. Those strikes which were able to cross the coast and get inland reported the same intense and accurate AAA fire as had previously been experienced. By this time, the combined experiences of many United States pilots with SAMs had been grouped together, analyzed, and a relatively effective evasion maneuver was developed. Along with the prescribed maneuvers, information concerning envelopes and restrictions of the SA-2 gave us enough knowledge about them to operate in relative safety in the North Vietnamese SAM environment during daylight hours. The evasion maneuvers required are severely restricted by darkness and instrument conditions. Shortly after the SAM threat became apparent, the number of night Rolling Thunder sorties was reduced. The F-4 was one of the very few aircraft which operated overland in North Vietnam without ECM equipment at this time.

During this line period VF-213 aircrews fired their first Sparrow III missiles in combat in support of an Air Force F-4C which was downed in the tidal flats off North Vietnam on 14 March. An HU-16 "Albatross" rescue aircraft landed to pick up survivors and took a direct mortor hit, disabling it in the same area as the downed F-4C crew. Two VF-213 aircraft were diverted from their BARCAP missions to aid the downed airmen firing the Sparrow III's toward AAA emplacements in an effort to suppress fire from the beach AAA positions. It was found that with a proper dive angle and no radar guidance, the Sparrow III effectively became an eight inch rocket and proved quite effective under emergency situations such as these.

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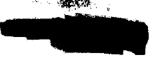
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Enroute to Subic Bay on 15 March, the Air Wing had scheduled a missile shoot for the F-4 squadrons to fire Sparrow III missiles at an AQM-37 drone. Black Lion 105 was programmed to fly inbound on a designated track, fire the drone from the belly of the F-4 and then break away 90 degrees to starboard. VF-114 aircraft were proceeding outbound on the programmed track in an opposite heading for a head-on missile shot at the drone. Apparently, "105" failed to break 90 degrees to starboard, failed to clear the area, and was mistakenly locked on as the target drone. The VF-114 aircraft fired his missile at "105" scoring a direct hit with a practice missile despite the desperate evasive maneuvers made by 105. Although severely damaged, the aircraft returned to KITTY HAWK and lended safely aboard. Both crew members, LCDR (5)(6)

On 17 March, the KITTY HAWK arrived in Subic Bay for an extended in-port period of fourteen days during which the Air Wing was to camouflage one-half of its aircraft. This was the Navy's first recent experience with camouflaged aircraft. The other squadrons of the Air Wing used temporary paint and accomplished the painting at Subic Bay. VF-213 ferried all 12 aircraft to Clark Air Force Base, forty-five miles northeast of Subic Bay for a permanent paint application by an Air Force paint team. This application took ten days and the last aircraft was flown back to the Naval Air Station, Cubi Point at Subic Bay for loading aboard KITTY HAWK on 28 March 1966. The first aircraft to be loaded aboard was "Black Lion" 106. As it was hoisted to the flight deck level, one of the aircraft's hoist fittings gave way which in turn resulted in the failure of all fittings. The aircraft first fell to the lowered number three elevator, thence to the quay wall suffering strike damage. Loading was ceased immediately and all other F-4 aircraft were flown aboard

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the next day.

On 29 March the KITTY HAWK departed Subic Bay and steamed for Dixie station for eleven days of In-country operations before our return to Yankee station for the remainder of the line period. Enroute to Dixie station, all aircrews were briefed on the current situation throughout Vietnam. The ground defense order of battle and rules of engagement were reemphasized.

This eleven day period was probably the most difficult period of the deployment from a maintenance standpoint because we were plagued by down aircraft and severe maintenance problems. One major problem was tiny cracks which were beginning to develop along the wings in the wing fold area. This grounded all F-4 aircraft for inspection. During this period, the squadron probably also reached its record high for AOCP's (aircraft out of commission for parts) with the daily list in excess of fifty components.

The ship moved north to Yankee station. During the first day of operation, a helicoptor from HC-1 Detachment "Charlie" disintegrated upon "liftoff" from the flight deck. Parts of the rotor blades flew wildly around the flight deck, killing Seaman Apprentice David J. UNDERHILL, a VF-213 Plane Captain, and seriously injuring Airman (b) (6)

Airman (b) (6) was hopitalized at the Naval Hospital in Newport, Rhode Island for approximately one year with serious leg injuries.

One of Air Wing ELEVEN's most successful days was 17 April when a well coordinated strike group dropped the strategic rail/highway bridge at Hai Duong. VF-213 provided six planes as flak suppressors. All Air Wing aircraft returned safely to the ship. Another major strike was launched on 19 April against the Cam Pha rail, coal storage and transshipment area. Pre-strike photes showed three foreign freighters in the DECLACCIONED.

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Cam Pha harbor area. All three strike groups were cautioned to avoid damage to them at all costs.

During the strikes, the anti-aircraft fire was the heaviest yet seen by the Air Wing, but all ordnance was delivered on target and all aircraft returned to the ship undamaged. For this strike, VF-213 again provided six aircraft as flak suppressors. The target area at Cam Pha was left in ruin and one of the ships in the harbor claimed to have been hit. It did remain tied up during all three strikes; however, any damage it might have received was attributed to secondary explosions.

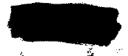
The Black Lions lost their first aircraft to hostile fire on 28 April. While pulling off target, "Black Lion" lll was hit by ground fire from Hon Ne Island. The pilot, LT (b) (6) managed to keep the plane in the air and proceed out to sea, where he experienced complete loss of hydraulic pressure and two fire warning lights. His wingman noted flames trailing from both engines. The RIO, LTJG (b) (6) decided to eject after losing his internal communications system and was closely followed by the pilot. Both crewmembers were safely recovered and taken to the USS TOPEKA in good condition.

From 29 April to 5 May 1966, the ship was in port at U. S. Naval
Base, Subic Bay, Philippine Islands. All hands took advantage of the
liberty with no flight operations scheduled. During this in port period,
one RIO was rotated to shore duty, increasing the already critical shortage
of aircrews.

The ship returned to Yankee station on 7 May and the squadron assumed the role of BARCAP, TARCAP, and Escort for the first half of the period.

BARCAP aircraft were launched with LAU-3 (2.75 inch rocket) pods aboard.

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This permitted a coastal recon mission to be flown on the way to the BARCAP station searching for targets of opportunity usually easily located "water borne logistic craft".

Another "Black Lion" aircraft was lost on 18 May, when two squadron aircraft were involved in a rescue mission for a downed Forward Air Controller (FAC). The FAC had been shot down near Mu Gia Pass by an AAA site consisting of twelve gun emplacements. The two Phantons succeeded in destroying most of the emplacements but while trying to pinpoint the location of the FAC, "Black Lion" 113 received hits from the site. Although aircraft began belching eighty feet of flame behind it, the pilot LCDR managed to nurse it over the next karst ridge, where he and the RIO LCDR (6) (6) ejected. Both crewmen were picked up three hours later as enemy troops were closing in on them. LCDR had received severe back injuries in the ejection, but both crewmen managed to avoid detection and capture. The other Phantom remained in the area to guide in rescue planes until he was forced to leave because of fuel shortage. He landed at Da Nang with less than two hundred pounds (2 minutes) of fuel remaining.

Six days later the KITTY HAWK left the line, this time bound for our home port via two days in Subic Bay and six days in Yokosuka, Japan. In Cubi Point anything which might be of use to other carriers was left behind as Yankee Team Assets. At Yokosuka, demonstrations and riots were held daily to protest the presense of the USS SNOOK, a nuclear powered submarine in the harbor. From time to time, the base was forced to close its gates and cancel liberty.

Fourteen officers departed the ship prior to sailing for San Diego to fly home on a Military Airlift Command aircraft and arrive ten days early.

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These men were to make the next cruise and since the KITTY HAWK was ECLASSIFIED scheduled for a short four month turn around. This flight enabled them to spend more time with their families. The USS CONSTELLATION (CVA-64) relieved the KITTY HAWK on 2 June and on 3 June 1966, the KITTY HAWK left for home, San Diego, California, via the great circle route.

Six crews were left aboard to man Condition I Cap while the ship was enroute to CONUS. After nine days at sea, eight VF-213 Phantoms were launched from the ship for NAS Miramar, homeport of the "Black Lions". There, a royal welcome greeted the men as they flew in, and again the next day when the ship pulled in with our enlisted men and three ground support officers aboard. In the next few days all the men, personal gear, and equipment were moved to our quarters at Miramar.

After settling down to daily functions, all the old F-4G's were transferred to various commands and the squadron began the long wait for the twelve new block twenty-six F-4B's. On 29 June 1966, a Change of Command Ceremony took place, with the former Executive Officer, Commander James H. WILSON, assuming command, relieving Commander William R. O'CONNELL. A liberal leave policy continued through the month of June and everyone had an opportunity to visit his family and friends.

In July, the turn around training program began with serious problems. The new aircraft were very slow in arriving; only two were on board. Additionally, of the twelve pilots and twelve RIO's who had returned, only four pilots and three RIO's would make the next cruise. A large number of our experienced maintenance personnel were leaving and their replacements were slow in arriving. A recommendation to increase the number of aircraft from twelve to thirteen put new burdens on the maintenance department. The squadron had just three months in which to acquire eleven aircraft,

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twenty-eight officers, over one hundred enlisted men and train them into a combat ready team. Preparation for the upcoming ADMAT inspection was also in progress. Many people found themselves with two and three extra jobs, as officers and enlisted men were well below the minimum number required.

In August, three pilots from Atlantic Fleet F-4 squadrons arrived, along with two new aircraft. The squadron deployed to NAAS Fallon, Nevada for two weeks of conventional weapons training and air combat maneuvering tactics. Two aircraft and one RIO were borrowed from VF-121 to supplement the eight pilots and three RIO's of the squadron. Less than one-fifth of the airccrews at Fallon would make the next cruise. The mission of the deployment was to develop proficiency in conventional weapons tactics and Air Combat Mansuvering tactics, as well as develop the Pilot/RIO team into a combat ready units. This was almost impossible to accomplish because we were operating with less than half of the craws, who would be making the next deployment. Despite these obstacles much worthwhile training was accomplished. Several new evasive tactics were deployed which were believed to be effective in reducing the exposure to the intense AAA fire from a heavily defended area. Also, the squadron was asked to evaluate the new Hughes Mark-4 gun pod. A fire out percentage of approximately 50 percent was achieved in the series of firings.

The squadron returned to Miramar on 27 August 1956. Intensive preparation began for the Administrative and Material Inspection scheduled for 14 September which proved to be quite a task in view of the manpower shortage and job overloading. Additionally, the squadron continued training with a missile exercise at Point Mugu, field carrier landing practice at Miramar and a carrier qualification period.

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The squadron received a score of "excellent" on the inspection. We considered this to be an accomplishment worthy of note considering our short turn around and manpower problem.

Passing this barrier enabled the squadron to concentrate all its efforts on the job of becoming combat ready. Part of this training was to come during operation "Baseline II" a First Fleet exercise which served as a combination Weapons Training Exercise, Strike Exercise, and Operational Readiness Inspection for the USS KITTY HAWK and her Air Wing. The squadron had fifteen pilots by the time the exercise began with new arrivals from both the West Coast CRAW and East Coast squadrons. There were still only nine RIO's with the majority coming from East Coast squadrons which had returned from a Mediterranean cruise.

The squadron moved aboard the KITTY HAWK prior to the exercise to avoid the last minute rush of men and material associated with the departure of a carrier. A small maintenance crew was left at Miramar in case a plane was diverted there for any reason. During the month long exercise, which ran from 28 September to 20 October, cyclic operations were conducted against targets in the Chocolate Mountains and Twenty-nine Palms bombing areas. Occasional simulated hostile aircraft would attack the strike group or attempt to penetrate the BARCAP/destroyer screen and attack the task group. The exercise proved most valuable as combat training despite the fact that the squadron was still severly undermanned. Two RIO's reported aboard from West Coast CRAW during the last week of the exercise. This brought us up to ten aircrews with three extra pilots.

During the exercise and the two weeks following, all aircraft from the Air Wing had the SAM warning system (APR-27) installed. This system had been proven by another Air Wing to be helpful in locating and avoiding

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SAM's once their radar began tracking the aircraft and the missile had

been fired. VF-213 and VF-114 were also evaluating the block twenty-six Phantoms for carrier use. The block twenty-six Phantoms have slotted stabilators and drooped ailerons (with the flaps down) which decreases the acceptable landing speed. They also have the Automatic Power Compensator System (APCS) installed, called "auto-throttle". The (APCS) system was exactly the same as the F-4G system, however, severe problems were encountered due to the decreased approached speeds attained by using the drooped aileron and slotted stabilator configuration. We found that with the decreased approach speeds, the (APCS) lacked the power response to give acceptable engine performance during carrier landings. The problem area was isolated and corrected with the technical aid of civilian contractor representatives and the experienced F-4G pilots in the squadron.

In the two weeks between 24 October and 5 November 1966, the ship's sailing date, the squadron conducted day and night intercepts, low level navigation work, and air combat maneuvering. Two more RIO's arrived from the West Coast CRAW and were able to participate in some of this training. This brought the squadron to fifteen pilots and twelve RIO's. At this time, the APX-76 system was installed in VF-213 aircraft. This system enabled the aircraft to interrogate and identify friendly IFF - equipped aircraft without having to rely on an outside controller. The modification was one of several evaluation programs the Black Lions have participated in since their transition to the F-4.

During the week prior to departure, Commodore S. W. VEJTASA, Commander Fleet Air Miramar, presented the 1966 Chief of Naval Operations, Naval Aviation Safety Award to FITRON 213 in recognition of its outstanding safety record during the past year which included 5,000 accident free hours.

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The last few days prior to departure were spent with family and friends, as the squadron had moved aboard previously. This was a morale boost for the men who had been home for less than three months. On 4 November 1966, all the Air Wing was hoisted aboard the KITTY HAWK.

Several hours before the ship was to leave, the squadron received four new RIO's and one new pilet from the West Coast CRAW. This brought the total of aircrews up to sixteen, with the next complete crew not scheduled to arrive for two months. The enlisted personnel situation was still unsatisfactory as we were short approximately 30 men. These would join the ship either in Yokosuka, Japan or Subic Rey in the Philippines. At the time of deployment, the EFDOPAC allowance was 245 enlisted personnel, but approximately two months later this was decreased the 215. This reduction obviously made appearances better but did nothing to satisfy actual manpower requirements.

The first two days at sea were spent settling down to life aboard ship. Most billets were reassigned, in consideration of new officers who arrived just prior to departure. Adjusting to these new duties would take most of the spare time crossing the Pacific. The third day out of San Diego, flight operations were held for refresher CARQUAIS, intercept and bombing practice. Aircrew assignments were unnounced and crews began flying together as much as possible to develop into a combat ready team,

Early on the morning of 10 November, the ship pulled into Pearl
Harbor, Hawaii and liberty commenced almost immediately. All hands were
anxious to take advantage of this opportunity, as the ship would be in
port for only two days. The KITTY HAWK left Pearl Harbor on 12 Novembers
setting its course for Yokosuka, Japan.

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The second day out of Pearl Harbor, Condition I Cap was set in anticipation of possible over flights by Soviet long range bombers. On this day two CAP Phantoms were launched after a contact which was visually identified as a commercial airliner. The following day, 16 November, the CAP was again launched. This time the interception occurred one-hundred miles from the ship with the contacts being visually identified as two Soviet "Bear" aircraft.

The CAP was replaced by two more Phantoms from the ship. It was an hour later when the bombers began their turn inbound to the KITTY HAWK for the over flight. All available hands were on the flight deck to watch and take pictures as the large, four engine bombers flew over. After several passes at the ship, they departed the area and the CAP aircraft were recovered.

The next afternoon, 17 November 1966, again saw the launch of the CAP. Again two Soviet "Bear" afteraft were intercepted and excerted by the Phantom. However, these aircraft were only "TRACKER" aircraft and after two passes, retired to a point two hundred miles south of the ship, where they began a slowspeed orbit. The CAP aircraft returned to the ship and were recovered,

Three hours later, more contacts were seen and the GAP aircraft were again launched. Interception took place one hundred miles from the ship and the contacts were visually identified as Soviet "Place" aircraft, a long range four engine jet bomber. These aircraft were escorted over the ship several times before retiring. On one pass, a replacement CAP was launched which seemed to amaze the Soviets. All this time, the two Bear aircraft had maintained their position to the south, showing what an amazing endurance they had. After the "Bison" aircraft had maintained, the "Bears" did likewise, and the CAP was recovered. Apparently they had

accomplished their mission, as no more over flights occurred.

Two days later, 19 November, twenty-three Air Wing aircraft were launched for NAS, Atsugi, Japan. Six of these were VF-213 aircraft that were to be used for refresher flights during the in-port period at Yokosuka, Japan. The KITTY HAWK pulled into Naval Station, Yokosuka, on 21 November, 1966 and was in port for seven days. During the time the Air Wing flew from Atsugi. FITRON 213 utilized four of those days to fly eight sorties a day.

Upon completion of the in-port period, KTTTY HAWK departed with a destination of the Naval Base, Subic Bay, Philippines. The twenty-three Air Wing aircraft were to fly aboard on that same day, but many were sent back to Atsugi due to lack of wind across the deck. The diverted aircraft were ordered to return the next day when a refresher CARQUAL period had been scheduled.

Two days later, many aircraft were flown to NAS Naha, to provide adequate space during carrier qualifications. The carrier qualifications were delayed again for two days due to light winds. The following day brought higher winds and the CARQUAYS were completed. The squadron sent two planes on ahead to NAS, Cubi Point, in Subic Bay, Philippine Islands to be left there in a pool status as spares during the operating periods on the line.

The KITTY HAWK pulled into Subic Bay and docked at Leyte Pier on 28

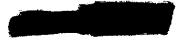
November. Here she remained two days taking on supplies and ordnance while most of her crew enjoyed liberty. Upon completion of the replenishment, the ship left for Yankee station the morning of 1 December, leaving behind a pool of replacement aircraft. These two days gave the corrosion team enough time to completely clean and spot paint the aircraft which was a valuable assist to the Corrosion Control program. The squadron left a pilot

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and RIO behind to fly replacement aircraft aboard on short notice and also for four days of rest and recreation. After four days, they were to fly one of the aircraft to the ship and be replaced by another crew flying an aircraft to NAS Cubi Point for the four-day cycle. This practice continued throughout the first line period and was considered a morale hooster for the crewmembers of the squadron.

Arriving in Yankee station on 3 December, the Air Wing began cyclic operations against targets in North Vietnam and Laos. Dixie station no longer existed for CVA's so everyone could expect to spend all his time on Yankee station. The squadron's role for the first half of the line period was that of air superiority, providing BARCAP, TARCAP and escort cover. Cyclic operations were conducted twenty-four hours a day in the Tonkin Gulf by three carriers splitting up the day equally into eight to ten hour periods which overlap slightly. The three carriers are designated as Red, White or Blue carrier. This practice allows continuous hacassment and interdiction of logistical lines of support. On 13 and 14 December the KITTY HAWK launched its first "Alpha Strike" against the Van Dien Vehicle Storage and Repair Facility, five miles southeast of Hanoi. The area was suspected to be a SAM assembly point, as well as a vehicle repair facility. The strike was a three carrier strike, with planes from the USS MIDWAY (GMA-A1) and USS TICONDEROGA (CVA-14) going in first on both The U. S. Air Force also had major strikes going on just North of Hanoi. During the two days of the strikes, intense flak was encountered and the heaviest SAM barrage of the conflict was noted; more than fifty SAM's were launched. Air Wing ELEVEN lost no aircraft, but had several hit by flak or damaged by SAM's. FITRON-213 provided four TARCAP aircraft for the strikes in anticipation of possible intervention by Northern Vietnamese fighter aircraft. No enemy aircraft were seen during the strikes.

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All Black Lion aircraft recovered safely with no damage received.

After these strikes on Van Diem, North Vietnamese government officials began making claims that Hanoi itself had been bombed. These claims were quickly picked up by the Chinese Communists who claimed their Embassy had been hit. All pilots on the strike reported all ordnance on target, however, they saw several SAM's going ballistic and striking populated areas.

The tempo of the first line period slowed to a snail's pace as the weather closed in and forced cancellation of many flights and caused others to divert to Steel Tiger missions. However, at 0215 on 20 December, the Condition CAP, composed of two Phantoms, was launched to intercept three unknown airborne contacts which appeared to be heading out to sea in the direction of one of the Yankee Team Destroyers. An immediate "clear to fire" was received. Both planes, one from VF-213, carried two Sparrow III's each. The aircraft from W-114 made the first contact on radar and fired a missile on the initial run. An explosion was seen in the air a few seconds later followed by another explosion and fire on the water. The radar in the VF-213 aircraft had a reduced detection range of approximately six miles and poor target acquisition capability. Despite these difficulties, the RIO ENS (b) (6) guided his pilot, LT (b)(6) successful intercept and missile firing. Again an explosion was seen in the air followed by another explosion and fire on the water. Staying in the area for a few minutes longer, the Phantoms could detect no other aircraft and were safely recovered aboard the ship. Both aircrews were awarded Distinguished Flying Crosses for their actions in defending Yankee Team elements.

Spirits began to rise with the end of the first line period in night.

Everyone was ready for rest and relaxation. Rough seas, gloomy weather and

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high winds had made flying almost impossible. News had arrived that a Christmas and New Year moratorium was expected. A make shift Christmas Tree was erected in the ready room to enhance the Christmas spirit. The four day cease fire came as anticipated, canceling all strikes to North Vietnam, however, reconnaissance flights and missions to Steel Tiger were flown. The New Year brought an end to the first line period and on 3 January 1967 the ship sailed for Subic Bay, Philippine Islands.



- AAA Anti-Aircraft Artillery of 37mm, 57mm and 85mm caliber, utilizing radar and visual tracking
- ALPHA STRIKE A JCS assigned target of strategic importance, normally heavily defended by AAA and Surface-to-Air missile batteries.
- ACCP The "down" status of an aircraft when it is "out of commission" for "parts". These critical parts are essential for performance of the assigned mission and safety of flight crew and aircraft.
- ATDS Afx Borne Tactical Data System incorporated in the Grumman E2A "Hawkeye".
- AW -- Auto Weapons of a rapid firing nature, normally 12.7 mm and 50 caliber.
- BARCAP Barrier Combat Air Patrol. A patrol of fighter aircraft forming a barrier between the threat axis and radar picket ships and aircraft.
- BARREL ROLL Strike Operations in Northern Laos.

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- BLUE CARRIER Normally conducts flight operations from approximately 1200 to 2400 hours shile on Yankoe Station.
- CAS Close Air Support. Controlled Air-to-Ground support of friendly forces by tactical strikes against the enemy and their logistical resources.
- DIXIE STAINEN A geographical point, in the vicinity of which the CVA maintains station while launching CAS aircraft into South Vietnam.
- FAC Forward Air Controller. The FAC may be airborne as in normally the case in South Vietnam. The FAC seeks out and assigns targets to the tactical aircraft and directs the air strike from a light observation aircraft. FACS are normally Army pilots or Air Force. tactical jet pilcts on temporary duty as FAC's.
- FLAK Slang word for fire received from AAA and AW emplacements.
- HU-16 Air Force "Albatross" sea plane used for open sea landing and pickup of downed aircrews.
- IN-COUNTRY In-country refers to South Vietnam and missions flown in South Vietnam.
- MER Multiple Ejection Rack. MER's serve the same purpose as a TER, hewever it has six ordnance stations.
- MTDS Marine Tactical Data System is a tactical data system utilized by the USMC for modern mission performance and is used in conjunction with the ATDS and data link aircraft systems.
- NTDS Naval Tactical Data System found in numerous modern war ships of the U.S. Navy. UNCLASSIFIED 3

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NANCE EXPENDITURES

MONTH	AIM 7D-7E	AIW 9B	2.75" Rockets	5" Zuni Rockets	500 lb Bombs	Rounds of 20 mm	Para Flares	Bombs NK 81 MK 82 MK 83 AN-M57 TOTAL TOTAL	CBU DISFEN- SERS
January					52		97	92,3 tons	
February	(7D) 4	3			6			28.6 tons	
March	(7D) 12		763	31.	10			26.7 tons	20
April	(7E) 2		4332	448			18	196.9 tons	60
May			1862	16				122.5 tons	
June					NONE				
Ju l y								1.6 tons	
August	(7D) 6		781			61.85		10.4 tons	
September	(7D) 15	6	54			250			
October	(70) 6	4	112	92	4	858	44	15.6 tons	······································
November			j -					6.0 tons	
December	(7E) 1		1368	160		19454		156.0 tons	







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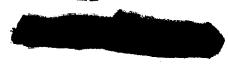
FLIGHT OPERATIONS

MONTH	SORTIES	B FLIG DAY	HT HOURS		CA'	TAPULTS	CARR	IER LANDINGS
		, Dril	NIGH'	T TOT	AL DAY	V NIGH	T DAY	NIGHT
January	286	342.	9 140.8	3 483.	7 197	7 73	Ŧ	82
February	323	448.	9 78.9	527.	8 258	54	264	48
March	346	478.	5 63.2	541.	7 272	43	263	52
April	423	606.1	71.1	677.	2 383	33	365	51.
May	195	256.1	56.3	312,/	156	36	161	31
June	62	91.2	0	91.2	9	0	1	0
July	101	153.7	20.8	174.5	0	0	0	0
August	379	418.1	120.9	539.0	0	0	0	0
September	295	278.1	122,2	400,3	87	25	87	25
October	270	293.4	103.9	397.3	150	44	143	56
November	110	141,6	10.8	152.4	79	0	69	11
)ecember	394	528,4	103.6	632.0	297	86	300	83
OTALS FOR RUISE	3124	4037.0	4929.5	892.5	1879	394	1841	439



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1 JAN 1966	Deployed in South China Sea as a component of Attack Carrier Air Wing ELEVEN, embarked aboard USS KITTY HAWK (CVA-63)
31 JAN 1966	Resumption of bombing in North Vietnam
4 MAR 1966	One-thousandth (1000th) combat sortic for cruise achieved
34 MAR 1966	Involved in RESCAP mission where Sparrow III's were first used in air-go-ground by VF213
16 MAR 1956	Modex 105 accidentally hit by Sparrow III during missile exercise
17 MAR 1966	Squadron aircraft comoflauged at Chark AFB, Republic of the Philippines
28 MAR 1966	Modex 106 dropped while being hoisted on board KITTY HAWK, strike damage
15 APR 1966	One enlisted man killed and one injured due to helicopter accident on Flight Deck
17 APR 1966	Hai Drong Bridge Strike
19 APR 1966	Sam Pha rail marshall area strike
28 APR 1950	Modex III, Buno 150645, lost in combat, crew recovered
18 MAY 1966	Modex 113, Buno 152257, lost in combat, crew recovered
13 JUN 1966	Squadron returned to home-port, NAS Miramar, California
29 JUNE 1966	CDR W. R. O'CONNELL relieved as Commanding Officer by CDR J. H. WILSON
13-27 AUG 196	6 Conventional weapons deployment to NAAS Fallon, Nevada
14 SEP 1966	ADMAT Inspection
28 SEP 1956 20 OCT 1966	Embarked USS KITTY HAWK (CVA-63) for WEPTRAEX, STRIKE-EX, AND ORI
30 OCT 1966	Received 1966 CNO Aviation Safety Award
5 NOV 1966	Deployed for South China Sea on board USS KITTY HAWK (CVA-63)
5 DEC 1966	Commensed air attacks against targets in North Vietnam and Laos
13%1/ DEC. 196	6 ALPHA STRIKE, Raids on Van Dien Vehicle Depot 5 miles south of Hanoi
20 DEC 1966	Modex 110 attacks enemy aircraft with Sparrow III resulting in confirmed kill by LT (b) (6) USN and LTJG (b) (6)

AIR MEDALS AWARDED TO BLACK LION AIRCREW MEMBERS FROM JANUARY TO DECEMBER 1966

AIRCREW MEMBERS	TOTAL AIR MEDALS AWARDED
CDR (b) (6)	15
CDR	12
LCDR (b) (6)	10
LCDR	11
III (p) (e)	9
LT	ıó
IT	10
LT	9
III	ģ
II	9 3 1
Lfr (b) (c)	
CAPT (b) (6)	1.0
INJG	10 11
IF JG	11.
LTJG	9
LTJG	11
LP JG	10
ITJG	1 0
IN JG	7
In JG	8
II JG	9 9
Injg	_9
ITJG	11
LT JG LT JG	11
LTJG	10
LTJG	11
TILUG	10

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